

The SPEAKER. The question is on suspending the rule and passing the bill.

The question was taken; and (two-thirds having voted in favor thereof) the rules were suspended and the bill was passed.

#### LICENSES TO NONCITIZENS FOR RADIO STATIONS ON AIRCRAFT

Mr. HARRIS. Mr. Speaker, I move to suspend the rules and pass the bill (H. R. 8543) to amend the Communications Act of 1934 to authorize, in certain cases, the issuance of licenses to non-citizens for radio stations on aircraft and for the operation thereof, as amended.

The Clerk read as follows:

*Be it enacted, etc.,* That section 303 (1) of the Communications Act of 1934 is amended by inserting immediately before the semicolon at the end thereof the following: "except that in issuing licenses for the operation of radio stations on aircraft the Commission may, if it finds that the public interest will be served thereby and that security considerations have been satisfied, waive the requirement of citizenship in the case of persons holding United States pilot certificates issued by the Civil Aeronautics Administration, or in the case of persons holding foreign aircraft pilot certificates which are valid in the United States on the basis of reciprocal agreements entered into with foreign governments".

SEC. 2. Subsection (a) of section 310 of the Communications Act of 1934 is amended by adding at the end thereof the following new paragraph:

"Notwithstanding paragraph (1) of this subsection, a license for a radio station on an aircraft may be granted to and held by a person who is an alien or a representative of an alien if such person holds a United States pilot certificate issued by the Civil Aeronautics Administration or a foreign aircraft pilot certificate which is valid in the United States on the basis of reciprocal agreements entered into with foreign governments."

The SPEAKER. Is a second demanded?

If not, the question is on suspending the rules and passing the bill.

(Mr. HARRIS asked and was given permission to extend his remarks at this point in the Record.)

Mr. HARRIS. Mr. Speaker, very briefly, the purpose of the legislation is to enhance air safety in the United States by authorizing the Federal Communications Commission to issue licenses to noncitizens for the operation of aircraft radio stations in the case of persons holding United States pilot certificates or foreign aircraft pilot certificates which are valid in the United States on the basis of reciprocal agreements entered into with foreign governments.

Under present law, the Civil Aeronautics Administration is authorized and does issue pilot certificates to nationals of friendly foreign countries. The Federal Communications Commission is now prohibited from issuing radio operator or radio stations licenses to the same individuals.

The result has been that some persons have been authorized to operate aircraft in the United States and at the same time have been denied an important safety feature which is of value not only

to the alien pilot but to other aircraft whose safety is jeopardized because the alien pilot may not operate his aircraft radio.

Mr. Speaker, this is meritorious legislation and I urge the House to pass the bill.

Mr. MACK of Illinois. Mr. Speaker, the purpose of this bill is to authorize the Federal Communications Commission to issue licenses to certain aliens for the operation of aircraft radio stations, if the individual hold United States pilots' certificates or foreign pilots' certificates which are valid in the United States on the basis of reciprocal agreements entered into with these governments.

Presently the Civil Aeronautics Administration is authorized and has made it a practice to issue pilots' certificates to nationals of friendly foreign countries. However, the Federal Communications Commission is now prohibited by law to issue radio operators or radio station licenses to the holders of these certificates. I believe this to be an inequity in the present law and therefore feel that this legislation is necessary. This legislation would contribute to air safety in the United States by permitting these alien pilots who have been certificated by the Civil Aeronautics Administration to utilize radio aids in air navigation.

By permitting these pilots to use this improved safety feature they are contributing to the safety of other aircraft which might be in jeopardy because the alien pilot could not operate his radio.

Mr. Speaker, my bill is supported by the Civil Aeronautics Administration, the Federal Communications Commission, the Civil Aeronautics Board and many private aviation associations.

It is very important that we pass this bill since there are many persons operating aircraft in this country who should utilize the radio aids. I feel that this bill is long overdue and urge the passage of this legislation.

The question was taken; and (two-thirds having voted in favor thereof) the rules were suspended and the bill was passed.

#### AMENDING ALASKAN AIRPORTS ACT OF 1948 RELATIVE TO TERMS OF LEASES ON REAL PROPERTY

Mr. HARRIS. Mr. Speaker, I move to suspend the rules and pass the bill (S. 1366) to amend the act entitled "An act to authorize the construction, protection, operation, and maintenance of public airports in the Territory of Alaska," as amended.

The Clerk read as follows:

*Be it enacted, etc.,* That section 5 of the act entitled "An act to authorize the construction, protection, operation, and maintenance of public airports in the Territory of Alaska," approved May 28, 1948 (62 Stat. 277), as amended, is further amended to read as follows:

"SEC. 5. The Secretary of Commerce is empowered to lease under such conditions as he may deem proper and for such periods as may be desirable (not to exceed 10 years) space or property within or upon the airports for purposes essential or appropriate to the operation of the airports: *Provided*, That real property within or upon the air-

ports may be leased for purposes of erecting structures necessary or incident to the operation of the airports, for periods not exceeding 55 years, and any such lease heretofore made may be renewed or renegotiated for any such period."

The SPEAKER. Is a second demanded?

Mr. GROSS. Mr. Speaker, I do not want to demand a second, but I would like some explanation of the bill. Does this bill call for the spending of any money, for instance?

Mr. HARRIS. Mr. Speaker, this bill would authorize the Secretary of Commerce to make leases on real property on the Federal airports in Alaska for periods not exceeding 55 years. The Secretary also would be authorized to renew any existing lease for a period not exceeding 55 years. The legislation applies to airports at Anchorage and Fairbanks.

The present limit on such leases is 20 years. Until liquidation of the Reconstruction Finance Corporation, 20-year leases were adequate. However, under existing law national banks cannot make loans on leases having less than 50 years to run.

This situation works a hardship on airlines who want to undertake needed construction on the two airports.

Hearings were held on the legislation. The bill was endorsed by the Civil Aeronautics Administration, the Air Transport Association and the Delegate from Alaska (Mr. BARTLETT). In fact he has been a fervent supporter and sponsor of this legislation for a long period of time.

The Post Office Department urges favorable action to permit the construction of additional facilities on the airport at Anchorage for use of the postal service.

To answer the question of the gentleman from Iowa, it does not cost the Federal Government any money.

Mr. GROSS. I thank the gentleman.

The SPEAKER. The question is, Will the House suspend the rules and pass the bill?

The question was taken; and (two-thirds having voted in favor thereof) the rules were suspended and the bill was passed.

#### PROGRAM FOR TOMORROW

Mr. MCCORMACK. Mr. Speaker, I desire to make the observation for the benefit of the Members that if we complete the legislative program tomorrow we will then adjourn over until Monday.

#### THE LITTLE ROCK SCHOOL CASE

(Mr. GATHINGS asked and was given permission to address the House for 1 minute and to revise and extend his remarks.)

Mr. GATHINGS. Mr. Speaker, I rise for the purpose of making a short statement concerning the recent decision rendered by United States District Judge Harry J. Lemley in the Little Rock school case.

These statements are intended to set straight the record. Since that decision was issued many ill-chosen and hasty

Interstate Compact Commission on Safety, to be brought up under suspension of the rules.

Mr. MARTIN. I do not suppose the gentleman can tell us about Monday. There is an inquiry as to what will happen on Monday.

Mr. McCORMACK. Without committing myself, but as an indication, Monday is also a day on which suspensions may be taken up. And on Monday, being June 30, if there are any rollcalls in connection with resolutions extending existing laws we would have to have them.

On Monday, I can see a bill to meet the Mallory decision. I am programming that for Monday. Then there is the diversity of citizenship bill. There is a bill out of the Ways and Means Committee, H. R. 11630, an unemployment bill, relating to veterans; I think, to the Korean veterans.

I do not want to confine myself to those, but projecting my mind I can see those three bills, with any further suspensions to be brought up.

Projecting my mind into Tuesday, but again not being bound now—I will know definitely tomorrow when I announce the program—I see the mutual assistance appropriation bill.

Any votes on Tuesday will go over until Wednesday because there is a primary down in Oklahoma.

Mr. AVERY. Mr. Speaker, I yield 1 minute to the gentleman from Iowa [Mr. Gross].

Mr. GROSS. Mr. Speaker, I note in the report that some 200,000 of these switch blade knives are imported each year from foreign countries. I wonder if the committee in formulating this legislation, which I presume would cut off this flow of foreign switch blade knives, consulted with the State Department to find out if this would injure the feelings of any of our foreign friends?

Mr. HARRIS. I may say to the gentleman that we did not receive any information on that.

The CHAIRMAN. The time of the gentleman from Iowa has expired.

Mr. HARRIS. Mr. Speaker, I yield 1 minute to the gentleman from Illinois [Mr. YATES].

Mr. YATES. Mr. Speaker, with respect to what the gentleman from Georgia [Mr. FORRESTER] just stated, I believe his objection is not to this bill as such, but to section 1716, title 18, United States Code, as was so ably pointed out by the distinguished chairman of this committee.

This bill does not enact section 1716 to which the gentleman referred. That is now the law. It deals with death-inflicting devices or instrumentalities sent through the mails. If the Members will read that section as it appears on pages 5 and 6, they will learn that if any kind of poison, or poisonous animals or the other possible death-dealing devices listed there are sent through the mail and death results from such action, an indictment for murder is possible.

The section reads:

Whoever is convicted of any crime prohibited by this section, which has resulted in the death of any person, shall be subject

also to the death penalty or to imprisonment for life.

Furthermore, there is this section on page 6:

All spirituous, vinous, malted, fermented, or other intoxicating liquors of any kind are nonmailable and shall not be deposited in or carried through the mails.

If a violation of this section resulted in the death of a person, the person sending the liquors would be subject to prosecution and possibly to the death penalty. The point I make is that the section already deals with dangerous instruments of different kinds, weapons which may result in death. We know that switchblade knives are indeed lethal weapons. I just showed you one which was almost a bayonet. Those of us who come from the big cities of the country and are familiar with the gang wars which take place among the teenagers know that the switchblade knife and the gravity knife are the weapons of the teen-age gang. This is being recognized widely as more and more States throughout this country are enacting legislation to ban switchblade knives within their borders. However, the States themselves cannot control the shipment of these knives except within their borders. They cannot control their shipment in interstate commerce. That is the province of the Congress. That is the reason for this bill, to assist the States which do not want the knives to come within their borders from having them shipped in. The States are powerless to protect themselves from such shipments. That is a Federal matter, and this is a necessary bill.

Mr. HARRIS. Mr. Speaker, I yield 1 minute to the gentleman from Georgia [Mr. FORRESTER].

Mr. FORRESTER. Mr. Speaker, I want to ask the gentleman from Illinois, am I correct in the assertion I made or not?

Mr. YATES. The gentleman is correct.

Mr. FORRESTER. All right, sir. Is it not an elementary principle of law that there cannot be any equation of errors? I will say to the gentleman that I have looked and seen that if you send any spirituous liquors through the mail and death results, we can punish them for murder.

Mr. YATES. That is correct.

Mr. FORRESTER. And execute them.

Mr. YATES. Yes.

Mr. FORRESTER. But is that to be used as a defense to the infirmity I pointed out? And, do we want to legislate in this kind of manner and provide that if a person sends a switchblade knife through the mail and it is used in a homicide, although the homicide was of the lowest degree, that a judge or jury could execute him?

Mr. YATES. If the gentleman examines the bill, he will note that any person who knowingly and willfully does ship such a switchblade knife through the mail and it does result in a homicide, then that gentleman is subject to the penalties of the law as any other person who handles lethal weapons.

Mr. HARRIS. Mr. Speaker, I yield 2 minutes to the gentleman from North Carolina [Mr. WHITENER].

Mr. WHITENER. Mr. Speaker, I appreciate the gentleman from Arkansas [Mr. HARRIS] yielding further to me in order that I may undertake to summarize what I sought to bring out by my questions.

It seems that this bill does not do what it is intended to do for the reason that it exempts wholesale shipments of lethal weapons and merely inveighs against the pocket-carrying violator.

And then, too, I think that we should be well advised that, if we pass this bill today, we are creating a new capital felony, as has been pointed out by the gentleman from Georgia [Mr. FORRESTER]. Now, if we are going to exempt the transportation of these weapons by common carriers and by contract carriers, we are not giving the assistance of the Federal Government to this problem at all. In reality we are still placing and keeping the burden where I think it should stay, on the law-enforcement officers within the respective States, to ferret out those teen-agers that my good friend from Illinois says that they have up there carrying switchblade knives. If my distinguished friend from Illinois has the idea that no one knows how to use switchblade knives except teen-agers in the cities, he is in error. I imagine we would find some down in our part of the country who could do pretty well in the use of a switchblade knife.

Mr. YATES. Mr. Speaker, will the gentleman yield?

Mr. WHITENER. I yield to the gentleman from Illinois.

Mr. YATES. The gentleman asserts that the local officers are the ones who should handle this situation. I suggest to the gentleman—and he will find it in the hearings—that the police chiefs in every jurisdiction which was contacted—and there were many—without exception supported the passage of this legislation. They cannot prevent the entry of these knives into their jurisdiction or into their States.

Mr. WHITENER. I say this, and I say it earnestly, that, if you are seeking to eliminate this alleged evil, the way to do it is to stop the wholesale transportation of these instruments of death. You cannot do it with the present legislation.

I am of the opinion that the type of Federal intervention embraced in this bill is unwarranted. The bill should be voted down and a different approach to the problem should be had.

Mr. HARRIS. Mr. Speaker, I yield myself 1 minute.

Mr. Speaker, I appreciate the sincerity of the gentleman from North Carolina and his interest and concern; but the gentleman is not correct when he says the wholesaler is exempt. The wholesaler is not exempt. He did refer to the exemption of the common and contract carriers. That is correct. The reason for that is, that when a carrier receives a shipment it does not know what is in the container. The carrier is not permitted to open up the container to examine the contents. Therefore, we provide an exemption, so far as carriers are concerned when performing their duty to the general public as carriers. That is precisely the reason why this exemption is included.